

Minutes of the 138th meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction and Miscellaneous projects held from 29th September', 2014 – 1st October, 2014 at Conference Hall (Narmada), Indira Paryavaran Bhawan, Jor Bagh, New Delhi - 110003.

1. Opening Remarks of the Chairman.

The Chairman welcomed the members to the 138th meeting of the Expert Appraisal Committee.

2. Confirmation of the Minutes of the 137th Meeting of the EAC held on 25th – 27th August, 2014 at New Delhi.

The EAC confirmed the minutes of the 137th Meeting of the EAC held on 25th – 27th August, 2014 at New Delhi.

1. List of Proposals for consideration

3.1	<p>Extension of validity of ToR granted for Port at Positra, Gujarat to M/s Port of Positra [F.No.10-65/2007-IA.III]</p> <p><i>The EAC noted that PP has not circulated any papers to the Members for the meeting. The perusal of IA-Division letter no. 10-65/2007-III of date 2nd March, 2012 states that the ToR of date 01.07.2007 were renewed “for a further period of two years for submission of final EIA and EMP.” Hence, no further extension can be granted to the project. Therefore, PP shall make a fresh application for ToRs.</i></p>
3.2	<p>Extension of validity of ToR granted for Tandava Maritime Infrastructure Complex – a New Grass root multi Terminal Port fishing Harbour at Kummarapuram in Payakaraopetamandal of Visakhapatnam, Andhra Pradesh by M/s Sri Sai Mari techno Pvt. Ltd. [F.No.11-65/2011-IA.III]</p> <p>ToR was granted on 12.02.2012. Application for extension of validity was made in Jan, 2014 within the validity period of the earlier ToR. PP informed that there is no change in the project profile.</p> <p><i>The EAC recommended for grant of extension of validity of ToRs for another year from Feb, 2014.</i></p>
3.3	<p>Amendment in CRZ Clearance granted for sea water intake and outfall system and rail line for coal transportation at Palavalasa, Visakhapatnam, Andhra Pradesh by M/s Hinduja National Power Corporation Limited [F.No.11-58/2011-IA.III]</p>

	<p>As presented by the project proponent MoEF vide its letter No F.No 11-58/2011-IA-III granted CRZ clearance for the seawater intake & outfall system and rail line for coal transportation at Palavalasa, Visakhapatnam to M/s. Hinduja National Power Corporation Limited.</p> <p>The approval inter alia, has the following conditions (Conditions 6 (iii) & (iv)) pertaining to railway line alignment.</p> <ol style="list-style-type: none"> I. The railway line has been shifted from mud flat area and according to the modified line only 160 m is within mudflat area as against the original plan of 1500m. Railway line in CRZ area shall be on stilt. II. There shall be no construction in mudflat except part of railway line on stilt as committed. <p>HNPCL stated that it has re-aligned the Railway Line, to avoid major portion of the mudflat. The re-aligned segment seeks to avoid the CRZ-III as much as seems feasible. However, in the realignment, there is still a portion within CRZ-III where exact length will be given on a scale site map on the demarcated CRZ area. The committee appreciated the effort. The Ministry officials assisting the Committee informed that the railway lines are ostensibly being dealt in line with the provisions relating to roads under the Notification. The PP wishes to construct the railway line, in its realignment passing through the CRZ area on suitable culvert/bridge as in the case of roads. APCZMA has recommended the project on 14.08.2014.</p> <p><i>The EAC noted that the CRZ Notification is silent on railway line. Though the Ministry officials clarified that the railway lines are ostensibly being dealt in line with the provisions relating to roads under the Notification, the EAC recommended that the Ministry should take a conscious and unambiguous view in the matter, whether railway lines in CRZ area can be dealt in a manner similar to roads. In the meanwhile, the project proponent should indicate the exact length of the proposed railway line in the CRZ along with its construction drawings and details.</i></p>
3.4	<p>Extension of validity of Clearance for Karaikal Port, Puducherry by M/s Karaikal Port [F.No.10-42/2009-IA.III]</p> <p>As presented by the project proponent Karaikal Port is an all weather developing Port and is being developed on Build, Operate and Transfer format under Public Private Partnership basis in terms of the concession awarded by the Government of</p>

	<p>Puducherry in January 2006. The Port is in operation since 2009. M/s Karaikal Port proposed Phase II development which includes three additional berths, deepening and widening of the Navigational Channel, the Turning circle, berthing area and other associated infrastructure for which an Environment Clearance vide EC No 10/42-2009 – IA III dated 22nd Sept 2009 was issued so as to enhance the handling capacity of the port to 20.5 MMTPA.</p> <p>While majority of the works in Phase II construction activities have been completed, some activities such as the completion of the Coal Mechanisation got delayed due to some unavoidable reasons such as the Right of Way (RoW) issues, availability of enhanced power allotment by the Puducherry Electricity Department (PED), the erection, testing, commissioning and the operation of the fully Mechanised coal Handling system.</p> <p>These issues have however been closed now with the PED having agreed to allot 5 MVA of power immediately. The balance dredging is also in progress. After the receipt of the power the Coal Mechanisation Project will be completed and parallelly the remaining dredging requirements will be met.</p> <p>In view of the above Karaikal Port Pvt Ltd has requested for extension of validity of EC dated 22nd Sept 2009 by another three years</p> <p><i>EAC recommended for grant of extension of EC by another three years.</i></p>
3.5	<p>Environmental Clearance for the development of Municipal Solid Waste Processing & Disposal Facility at Shishambada, Vikasnagar, Dehradun, Uttarakhand by M/s Nagar Nigam, Dehradun [F.No.11-62/2011-IA.III]</p> <p>The project has been recommended by the EAC for grant of clearance. However, the Ministry officials reported that there was a representation against the project and the Regional Office of the Ministry inspected and submitted the report. According to the report, the proposed site is surrounded by University/Colleges, residential complex of Defence Ministry, villages and Asan river in the downward direction.</p> <p>PP informed that the site has been acquired prior to all the above developments in the area and that there have been numerous attempts by various interested quarters to block the development. Meanwhile urbanisation and development is expanding</p>

	<p>without an appropriate waste disposal site for the city of Dehradun which is the capital of Uttarakhand. The project proponent informed the Committee that the Hon'ble Supreme Court has directed to proceed with the establishment of facility at the site and that the Competent Authority should consider the grant of clearance. The Committee was greatly concerned with the absence of a proper waste disposal site.</p> <p><i>The EAC after taking into consideration the above delays and the difficulties in finding an alternative site in the region which is rapidly urbanising and developing, recommended to the Ministry to consider the issue and decide the grant of EC at the earliest in view of the earlier recommendation of EAC. The present absence of a waste disposal facility is causing the greatest harm to the environment.</i></p>
3.6	<p>Finalization of ToR for Common Hazardous Waste Treatment, Storage and Disposal Facility & Incineration Facility at Surverly No. 163,180,181,182, 183 & 184 at Village Vadgam, TalukaKhambhat, District Anand, Gujarat by M/s Hindustan Enviro Life Protection Services Ltd. [F.No. 10-7/2014-IA.III]</p> <p><i>The EAC considered the project in its meeting held in May, 2014. The Committee observed that the site map presented by the proponent is not clear in terms of environmental features near the site. The proponent was requested to submit the site map along with the details like habitation, water body, natural drainage, contour etc in the surrounding area and their distance from the site. PP was also asked to superimpose the site on the SOI topo sheet showing 1 km, 2 km and 5 km radius.</i></p> <p><i>The details submitted and presented by the PP were examined by the EAC.</i></p> <p><i>The EAC after deliberation finalised following ToRs for carrying out further additional EIA studies.</i></p> <ul style="list-style-type: none"> <i>(i) Examine the details of transportation of Hazardous wastes, and its safety in handling.</i> <i>(ii) Examine and submit the details of on line pollutant monitoring.</i> <i>(iii) Examine the details of monitoring of Dioxin and Furon.</i> <i>(i) MoU for disposal of ash through the TSDF.</i> <i>(ii) MoU for disposal of scrubbing waste water through CETP.</i> <i>(iii) Examine and submit details of monitoring of water quality around the</i>

	<p><i>landfill site.</i></p> <ul style="list-style-type: none"> (iv) <i>Examine and submit details of the odour control measures.</i> (v) <i>Examine and submit details of impact on water body and mitigative measures during rainy season.</i> (i) <i>Environmental Management Plan should be accompanied with Environmental Monitoring Plan and environmental cost and benefit assessment. Regular monitoring shall be carried out for odour control.</i> (ii) <i>Water quality around the landfill site shall be monitored regularly to examine the impact on the ground water.</i> (iii) <i>The storage and handling of hazardous wastes shall be in accordance with the Hazardous Waste Management Rules.</i> (iv) <i>Submit details of a comprehensive Disaster Management Plan including emergency evacuation during natural and man-made disaster</i> <p>The Public hearing should conducted for the project in accordance with provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan. The Public Hearing should be conducted based on the ToR letter issued by the Ministry and not on the basis of Minutes of the Meeting available on the web-site.</p> <p>A detailed draft EIA/EMP report should be prepared in accordance with the above additional TOR and should be submitted to the Ministry in accordance with the Notification.</p>
3.7	<p>Finalization of ToR for Tsomgo passenger ropeway, Sikkim by M/s Dept. of Tourism & Civil Aviation, Govt. of Sikkim (F. No. 10-12/2014-IA.III)</p> <p>The Committee examined the project in June 2014 and noted that the project had already been started in the year 2010. The proponent informed that they have obtained approval for diversion of 0.8273 ha of Forest land from Ministry of Environment & Forest, Government of India on 13th April 2010. The proponent has obtained Environmental Clearance in the year 11/08/2010 from SEIAA, Sikkim. However, later a petition was filed in the court since the proposal attracts EIA Notification 2006 and the proposal needed to obtain EC from the MoEF since the elevation of the project site is more than 1000 mts. Therefore the proponent applied for the EC at the Central Level.</p> <p>The EAC after deliberation sought further details viz. whether EIA study was conducted while obtaining EC from the SEIAA, Sikkim based on ToR issued by SEIAA, Sikkim and whether any sanctuary is existing in the vicinity of the site and</p>

the status of project as on date. The Committee also suggested that the proponent submit all documents including ToR issued by the SEIAA, Sikkim, EIA report prepared by the proponent and the final Environment Clearance obtained from SEIAA, Sikkim. The Committee advised MS, SEIAA, Sikkim to attend the next meeting of EAC to clarify the issues.

The Joint Resident Commissioner, Sikkim with other State Government officials attended the meeting and informed the EAC that no ToRs were granted and EIA studies not undertaken.

The EAC after deliberation finalised the following ToR for carrying out further EIA studies:

- (i) *Examine and submit a brief description of the project-name, project site, geology, topography, nature, size, location of the project, project coverage, master plan, length of the proposed aerial rope way, details of ROW, height from MSL and its importance to the region/ State.*
- (ii) *Any adverse impact of the works already carried out.*
- (iii) *Submit the details of facilities viz. administration building, restaurant, toilets, waste collection and disposal etc at Lower terminal and upper terminal including parking area.*
- (iv) *Submit the details of trees required to be cut for the project, including the type, girth size etc. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance. Details to be submitted.*
- (v) *Examine and submit the likely impact due to influx of people and associated developments*
- (vi) *Submit maps of the project area and 10 km surrounding area from boundary of the proposed/existing project area, thereby delineating project areas wild life sanctuaries notified under the wild life (Protection) Act, 1972/critically polluted areas as identified by the CPCB from time to time/notified eco-sensitive areas/inter state boundaries and international boundaries.*
- (vii) *Submit baseline data and description of existing situation of the land at*

	<p><i>the proposed project site including description of terrain, hill slopes, inland topography, slope and elevation, rock types, regional tectonic setting (reported fractures/faulting/folding, warping), and history of any volcanic activity, seismicity and associated hazards.</i></p> <p>(viii) <i>Submit details of power requirement and source. Energy efficiency measures in the activity should be drawn up. PP should also submit details of D.G. Sets along with noise control measures.</i></p> <p>(ix) <i>Details of anticipated impact during construction stage and operation stage w.r.t. landslides, surface drainage etc., should be predicted. The existing surrounding features up to 1 km and impact on them should be addressed separately.</i></p> <p>(x) <i>PP should examine and submit activities associated with aerial ropeway construction and operations and likely associated hazards and accidents. It is therefore desirable that based on the categories of hazards prevailing at the project site, risk assessment may be carried out by specialists in the field and recommendations may be implemented. Risk assessment should be carried out for seismicity, slope stability, soil erosion, and flood hazard.</i></p> <p>(xi) <i>Any litigation pending against the proposed project and/or any direction/order passed by any court of law against the project, if so, details thereof should be provided.</i></p> <p>(xii) <i>Submit Certificate from the competent authorities for safety of ropeway and its monitoring.</i></p> <p>Public hearing to be conducted for the project in accordance with provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan. The Public Hearing should be conducted based on the ToR letter issued by the Ministry and not on the basis of Minutes of the Meeting available on the web-site.</p> <p>A detailed draft EIA/EMP report should be prepared in accordance with the above additional TOR and should be submitted to the Ministry in accordance with the Notification.</p>
3.8	<p>CRZ Clearance for widening and reconstruction of five bridges– Mahim Causeway, Tansa Bridge, Vaitarna Bridge, Dharavi Bridge on Mithi River by</p>

	<p>M/s MMRDA.[F.No.11-64/2012-IA.III]</p> <p>As presented by the PP the proposal involves widening and reconstruction of five bridges – Mahim Causeway, Tansa Bridge, Vaitarna Bridge, Dharavi Bridge on Mithi River. The Project Proponent reported that Mumbai faced heavy rains on 26th and 27th July 2005. This affected road, railway & air traffic bringing them to halt for a day or two. People at large were caught off guard due to flood water and had to wade through knee deep to neck deep water. Electric supply for many areas in the suburbs was off for several days. Many lives were lost. The rains and the floods had also caused considerable damage to public and private properties.</p> <p>Among the various rivers in Mumbai, Mithi runs through the City of Mumbai and carries overflow discharges of Powai and Vihar lakes and runs through densely populated areas and industrial areas of the City of Mumbai and finally meets the Arabian Sea at Mahim, traveling a total length of about 18 Km with a catchment area of 7295 ha. The river is the only drainage channel that carries excess water during monsoon.</p> <p>UDD-GoM vide GR of date 19th August, 2005 constituted an independent authority called “Mithi River Development and Protection Authority” (MRDPA). The authority is chaired by Hon’ble Chief Minister of Maharashtra. In order to implement the policies of MRDPA, an Empowered Committee is under the chairmanship of Chief Secretary, GoM. The main function of MRDPA is to approve the Mithi River Development Plan.</p> <p>In the scope of the Mithi River Development Plan, the existing widths of the Mithi River have been proposed to be widened at various locations. Five numbers of the existing bridges on the Mithi River, CST Bridge, Dharavi Bridge, Vaitarana Pipeline Bridge, Tansa Pipeline Bridge and Mahim Causeway Bridge which are proposed to be executed by MCGM, falls under CRZ zone. MCZMA has recommended the project.</p> <p><i>EAC suggested to the PP to submit the details of any study done for finding out the root cause for the present problem and a long term solution supported by an appropriate technical study. An appraisal and appreciation of the same was necessary before clearing any proposal.</i></p>
3.9	<p>CRZ Clearance for enhancing coal handling capacity coal conveyor, stock yard and FGD disposal at Trombay Thermal Power Station, Maharashtra by M/s Tata Power Co. Ltd [F.No. 11-26/2014-IA.III]</p> <p>The project was examined by the EAC in its meeting held in June, 2014 and sought additional information viz. copy of EC obtained from the Thermal Committee for the</p>

	<p>change of fuel from Gas to Coal, 9 meters protective screening and 3 layers vegetative cover for coal stack yard, water sprinkling and response to the points raised in the Public hearing regarding the coal stacking /handling area.</p> <p>The information submitted and presented by the PP was examined by the EAC. It is noted that the there will be addition of handling volume from 2.4 to 4.4 MTPA</p> <p><i>After deliberation the EAC deferred the project and suggested the PP to submit the following:</i></p> <ul style="list-style-type: none"> (i) <i>Details of FGD system, quantity, quality of disposal along with modeling studies regarding the impact on marine life</i> (ii) <i>NOC from SPCB for marine disposal.</i> (iii) <i>The coal stock yard shall have double containment on all the sides with clear driveway between two containments and the boundary fence. The height of wind screen shall be 3 meters above the height of coal stack. Water sprinkling shall be carried out for settling dust as this coal stock yard is close to inhabited areas.</i> (iv) <i>Three layers of green belt shall be provided on all sides</i>
3.10	<p>CRZ Clearance for construction of 400 kV multi circuit Transmission line for i) Dherand-Negothane, ii) Dheand-Palmbeach Road, iii) Kharghar-Vikhroli by M/s Tata Power Co. Ltd [F.No.11-17/2014-IA.III]</p> <p>The EAC in April 2014 after deliberation suggested to the PP to explore possibilities of having underground transmission cable, explore the possibility of Bailey bridge type B temporary or mobile approach structure, explore utilizing helicopters for transportation of materials and to submit a comparative analysis of approach road on movable bridge structures and road path causing minimum damage to mangroves instead of stilt type construction, along with details of the mangrove area required to be removed for the proposed approach land and movable temporary bridge vis- a-vis road on stilts. EAC also suggested to the Ministry to decide the requirement of clearance from NBWL in view of the project passing within 10 km radius of Karnala Bird Sanctuary.</p> <p>In keeping with the direction of honourable Supreme Court, clearance of NBWL is</p>

	<p>required for the projects located within 10 km radius of the eco-sensitive zones. The claim of the proponent that clearance from NBWL is required for the projects which are considered for environmental clearance only is not acceptable. The word environment clearance alone should not be considered and objective of the direction and the office memorandum of the Ministry should be considered. It may also be noted that the prior to issue of Environment Impact Assessment notification, clearance granted under CRZ notification was also called environmental clearance.</p> <p>The details submitted and presented by the PP were examined by the EAC. The EAC noted that PP has largely only tried to prove that the methodology selected by them was appropriate .</p> <p><i>The EAC after deliberation suggested the PP to have a relook and come up with credible details of the suggested alternative, with the views of a specialised agency like Power Grid Corporation of Indi Ltd.,, or CEA, if possible.</i></p>
3.11	<p>CRZ Clearance for construction of 220 kV Kalwa Salette Transmission Line Project (Augmentation of existing 110 kV Transmission line to 220 kV Transmission line by M/s Tata Power Co. Ltd [F.No. 11-19/2014-IA.III]</p> <p>The EAC in April 2014 after deliberation suggested to the PP to explore possibilities of having underground transmission cable, explore possibility of Bailey bridge type temporary or mobile approach structure, explore utilizing helicopters for transportation of materials and to submit a comparative analysis of approach road on movable bridge structures and road path causing minimum damage to mangroves instead of stilt structure to be considered along with details of the mangrove area required to be removed for the proposed approach land and movable temporary bridge vis- a- vis road on stilt. EAC also suggested to the Ministry to decide the requirement of clearance from NBWL in view of the project passing within 10 km radius of Karnala Bird Sanctuary.</p> <p>In keeping with the direction of honourable Supreme Court, clearance of NBWL is required for the projects located within 10 km radius of the Eco-sensitive zones. The claim of the proponent that clearance from NBWL is required for the projects which are considered for environmental clearance only is not acceptable. The word</p>

	<p>environment clearance alone should not be considered and objective of the direction and the office memorandum of the Ministry be considered. It may also be noted that the issue of environment impact assessment notification and clearance granted under CRZ notification was also called environmental clearance.</p> <p>The details submitted and presented by the PP were examined by the EAC. The EAC noted that the PP has largely only tried to prove that the methodology selected by them was appropriate .</p> <p><i>The EAC after deliberation suggested the PP to have a relook and come up with credible details of the suggested alternative, with the views of a specialised agency like Power Grid Corporation of Indi Ltd., or CEA, if possible.</i></p>
3.12	<p>CRZ Clearance for reconstruction of existing Beach Resort at S.M.No. 47/3, 3(a) and 3(b), Devaneri village, Thirukalukundram Taluk, Kancheepuram District, Tamil Nadu by M/s Kences Constructions Pvt. Ltd.[F.No.11-75/ 2013-IA.III]</p> <p>The EAC, while examining the proposal in its meeting held in May, 2014, suggested that an undertaking shall be submitted by the proponent that water for use in the resort shall be pumped from the proposed plot which is out of the CRZ area and supplied to the facility in a permanent, viable and permissible manner. It also suggested to the PP to submit the permission obtained from CGWA for the drawal of groundwater of the requisite quantity from the proposed plot.</p> <p>PP informed the EAC that there is a public supply scheme of Mamallapuram Town Panchayat to Devaneri village which has agreed to supply 100 KLD to the PP. The PP also produced a letter of consent from the Panchayat and receipt of payment of initial payment.</p> <p><i>The EAC after deliberation recommended to grant CRZ clearance for the project with the following conditions:</i></p> <ul style="list-style-type: none"> <i>(i) Approval of the State Tourism Department shall be obtained.</i> <i>(ii) The project proponent shall not undertake any construction within 200 metres in the landward side of High Tide Line and within the area between Low Tide Line and High Tide Line;</i>

	<p>(iii) <i>There shall be no ground water drawal in no development zone of CRZ area. Between 200-500m from HTL, the water can be tapped with the approval of the State Ground Water Authority.</i></p> <p>(iv) <i>The total covered area on all floors shall not exceed 33 percent of the plot size i.e., the Floor Space Index shall not exceed 0.33 and the open area shall be suitably landscaped with appropriate vegetation;</i></p> <p>(v) <i>The overall height of construction upto the highest ridge of the roof, shall not exceed 9metres and the construction shall not be more than two floors (ground floor plus one upper floor);</i></p> <p>(vi) <i>Installation and operation of DG set if any shall comply with the guidelines of CPCB. The diesel required for operating DG sets shall be stored in underground tanks and if required, clearance from Chief Controller of Explosives shall be taken.</i></p>
3.13	<p>Environmental Clearance for development of Airport at Bellora, Amaravati, Maharashtra by M/s Maharashtra Airport Development Co. Ltd. [F.No. 10-74/2010-IA.III]</p> <p>The EAC in June 2014 had sought additional information on energy efficiency calculations, details on infrastructure at the arrival and departure terminal, details regarding Rainwater harvesting system along with details of runoff calculations and location of recharging pits, details regarding waste disposal, revised parking plan along with traffic circulation plan , measures for retention of natural drains existing at the site. The details submitted and presented by the PP were discussed by the EAC.</p> <p><i>After deliberation the Committee recommended for grant of EC for the project with the following conditions:</i></p> <p>(i) <i>Sewage and other liquid effluent generated from the airport including from the existing terminal should be treated in accordance with the norms laid down by the State Pollution Control Board. The treated sewage shall be recycled for flushing/ gardening, proper dual plumbing shall be provided.</i></p>

	<ul style="list-style-type: none"> (ii) <i>The solid waste generated shall be properly collected, segregated and disposed in accordance with the provision of Solid Waste (Management and Handling) Rules, 2000.</i> (i) <i>Noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary shall be restricted to the permissible levels to comply with the prevalent regulations. PP shall install noise display system</i> (iii) <i>Installation and operation of DG sets if any shall comply with the guidelines of CPCB.</i> (iv) <i>Parking provisions shall be provided in accordance with National Building Code of India, 2005.</i> (v) <i>Necessary permission shall be obtained for drawing of ground water from competent Authority prior to construction / operation of the project.</i> (vi) <i>All cooling equipment should meet the minimum efficiency requirements, as specified in the ECBC (Energy Conservation Building Code), 2007.</i> (vii) <i>The landuse around the Airport complex shall be regulated through a plan to control unauthorized development which may create problems in the operation of Airport.</i> (viii) <i>Rain water harvesting shall be provided to recharge the ground water.</i> (ix) <i>Energy conservation to the extent of 20% shall be incorporated including water conservation (reuse/recycle, rain water harvesting and water efficient fixtures, dual plumbing) and other green building practices for various buildings proposed within the airport complex. The Company shall consider ECBC Guidelines 2009 to achieve the energy – efficient design.</i> (x) <i>All the recommendations of the EMP shall be complied within letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to RO, MoEF along with half yearly compliance report.</i>
3.14	Environmental Clearance for development of Airport at Belgaum in Karnataka by M/s AAI [F.No.10-52/2013-IA.III]'

<p>As presented by the project proponent Airports Authority of India has planned to expand, upgrade and modernize the existing Airport at Belgaum. In the existing conditions, the airport is operational for ATR-72 aircraft and after expansion it is proposed to become operational for four flights of A-321 aircrafts per day. An MoU has been signed between the State Government and AAI for the modernization of Belgaum Airport. The area of the existing airport is 360.34 acres and additional land having 370 acres area has been provided for the expansion phase by the State Government. The estimated cost of the project is Rs. 293.35 crores.</p> <p>Belgaum city has been identified as having potential for air connectivity based on criteria of population, economic potential and educational hub. The modernization of the existing airport is expected to trigger growth in the region by providing additional employment facilitating growth of ancillary industries and trade centres.</p> <p>The project site falls between latitude 15°51'04.0" N to 15°52'06.4" N and longitude 74°35'26.9" E to 74°37'58.3" E. The site is well connected by SH-20 (commonly known as KA SH 20) which is passing adjacent to the project site.</p> <p>The airport will be developed for safe operation of A-321 aircraft by development of a new runway and a terminal building to handle 200 peak hour passengers, apron, air traffic controller, runway end safety, apron, isolation bay, fire fighting equipments, rainwater harvesting, sewage treatment plant etc.</p> <p>The airport is presently handling 13778 passengers annually which is expected to increase to 92590 in 2022-23.</p> <p>The project site falls under Seismic Zone II which is a low damage risk zone (MSK VI or less). Proposed project site is almost flat agriculture land with elevation ranging from 771.45 m to 748.28 m above MSL.</p> <p>The water quality of the area shows that it is suitable for irrigation, or for drinking only after conventional treatment (Class C of CPCB standards).</p> <p>Presently, in spite of flights operating from the airport, the air pollution level was found to be in conformity with respect to rural/residential norms of National Ambient Air Quality standards of CPCB in most of the monitoring locations.</p> <p>The noise monitoring carried out shows that the day time noise level was slightly on the higher side at two or three places due to commercial activities and load of vehicle density.</p> <p>There are a total of 55 villages in the Study Area with a total population of 661303</p>
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	<p>according to Census 2011.</p> <p>The project was examined by the EAC in its meeting held in October, 2013 and wherein it finalised ToRs including conduct of public hearing. Public hearing was conducted on 18.07.2014. The major issues raised are land acquisition, employment etc.</p> <p>EAC noted that there are two natural drainage systems passing through the site. PP informed that that they will be raising the runway area level by 5 m.</p> <p><i>After deliberation, the EAC suggested the PP to submit the following:</i></p> <ul style="list-style-type: none"> <i>(i) Details of likely impact of all these developments on the unobstructed flow in natural drains and measures taken to avoid flooding and submergence in neighboring areas.</i> <i>(ii) A dynamic model of the above taking into account the highest flood level recorded in the area for 100 years/ longest available data with PWD / CWC.</i>
3.15	<p>Environmental Clearance of extension and development of existing Airport at Hubli, Karnataka by M/s Airport Authority of India [F.No. 10-53/2013-IA.III]</p> <p>The EAC in its meeting held in August, 2014 noted that the existing and predicted noise levels presented by the PP are on the lower side and appeared unrealistic. The EAC suggested to the PP to reexamine the modelling and submit the details of measured noise level during the existing operation in normal and aircraft landing/take off and compare / validate it with the predicted noise levels by appropriate modelling. The details submitted and presented by the PP were examined by the EAC.</p> <p><i>After deliberation, EAC recommended the proposal with the following conditions in the EC letter for strict compliance by the proponent.</i></p> <ul style="list-style-type: none"> <i>(ii) Noise level shall be mentioned regularly in all seasons (different meteorological conditions) within the compound as well as nearby habitations and it should be ensured that the noise level is within the prescribed limits.</i> <i>(iii) PP shall install noise level display system</i>

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| | <ul style="list-style-type: none">(iv) <i>Sewage and other liquid effluent generated from the airport including from the existing terminal should be treated according to the norms laid down by the State Pollution Control Board. The treated sewage shall be recycled for flushing/ gardening, proper dual plumbing shall be provided.</i>(v) <i>The solid waste generated shall be properly collected, segregated and disposed according to the provisions of Solid Waste (Management and Handling) Rules, 2000.</i>(vi) <i>Parking provision shall be provided according to the National Building Code of India, 2005.</i>(vii) <i>The terminal building shall incorporate the features of local architecture as far as possible.</i>(viii) <i>Necessary permission shall be obtained for drawing of ground water from competent authority prior to construction / operation of the project.</i>(ix) <i>The landuse around the Airport complex shall be regulated through a plan to control unauthorized development which may create problems in the operation of Airport.</i>(x) <i>Rain water harvesting shall be provided to recharge the ground water.</i>(xi) <i>Energy conservation to the extent of 20% shall be incorporated including water conservation (reuse/recycle, rain water harvesting and water efficient fixtures) and other green building practices for various buildings proposed within the airport complex. The PP shall consider ECBC Guidelines 2009 to achieve energy –efficiency.</i>(xii) <i>All the recommendatios of the EMP shall be complied with in letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to RO, MoEF along with half yearly compliance report.</i> |
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3.16	<p>CRZ Clearance for proposed plant of 336 MLD capacity located at SEZ, Gujarat by M/s Swarnim Dahej Spring Desalination Pvt. Ltd.[F.No. 11-92/2012-IA.III]</p> <p>EAC in its meeting held in February, 2014 noted that the proposal of creating engineered open channel of about 20 m width and 600 m long in the estuary may lead to issues such as increase in salinity, and change in hydrodynamics of the area. EAC therefore suggested to the PP to come with details of such similar facilities for “desalination” built in an estuary and also consider any alternatives, which could have a minimal impact on the natural estuary and the flow of water in it. It was also suggested to submit recommendation of GCZMA.</p> <p><i>The details submitted and presented by the PP were examined by the EAC. The EAC noted that PP has proposed a change in the design. After deliberation, EAC suggested to the PP to submit the revised proposal as presented.</i></p>
3.17	<p>CRZ Clearance for widening of existing NH – 4B, NH-348 (Previous SH – 54 and Amra Marg) to Six/ Eight lanes on the boundaries of Proposed Navi Mumbai International Airport and JNPT on DBFOT pattern by M/s NHAI [F.No.11-42/2014-IA.III]</p> <p>As presented by the PP, the proposal involves widening of existing NH – 4B, NH-348 (Previous SH – 54 and Amra Marg) to Six/ Eight lanes on the boundaries of Proposed Navi Mumbai International Airport and JNPT. The project consists of 4 roads NH – 4B (A1-E and D-G Sections), NH-348A (Previous SH – 54 Km. 5.300 to Km. 14.850) and NH-348A (Previous Amra Marg Km.0.000 to Km. 6.200) in the state of Maharashtra. The project roads connect Jawaharlal Nehru Port and area in the vicinity of the proposed Navi Mumbai International Airport. The project roads have been planned for widening to a 6/8-lane configuration by Mumbai JNPT Port Road Company Ltd (MJPRCL), an SPV of National Highway Authority of India (NHAI). The present study corridors are in Raigad and Thane districts of Maharashtra. The total length of project roads is 43.912 kms. The project road passes through Uran and Panvel tehsils. The land use pattern along the alignment is</p>

mostly barren with small pockets of agricultural land. The existing road has 7 m wide dual carriageway and shoulder varying from 1 to 2.5 m wide on either side. The existing ROW ranges from 50m to 102 m. The proposed ROW is 60m in 6lane and 66 m in 8 lane configuration. The proposed road does not pass through any National Park and Wildlife Sanctuary. A proposal for diversion of 2.825 ha forest land is with State Government (Protected Forest 0.385 ha and Private Forest 2.44 ha). There are 42 intersections (major 12; minor 30) with NH-4B, NH-348A.

There are 3 Major bridges (Gadhi, PCB & Vahal) and 12 Minor bridges. All the major structures have been proposed to be widened to 8-lane configuration except elevated corridor at Jasai Village on SH-54. All Major bridges/ Minor bridges/ ROB have been proposed to be widened to 8 lane configuration. All Arch/ Box/ Slab/ Pipe culverts are proposed to be widened to full formation width according to requirement of 6/8 laning.

Project alignment is passing through to CRZ-I, II & III. The details are given below:

Cate gory	Project Length	Area(sq m)	Remarks
CRZ-I	927	22275	Bridge is passing through CRZ-I area and proposed to be widened to 8 lane.
CRZ-II	3172	76042	Bridge is passing through CRZ-II area and proposed to be widened to 8 lane.
CRZ-III	18694	690958	
About 22.388 ha area of mangroves affected by this proposed project.			

For this road widening project, 237 trees are required to be cut. Necessary green belt shall be provided on both sides of the highway with proper central verge and cost provision should be made for regular maintenance. Some residential, commercial, religious structure educational/ institutional properties are likely to be affected for development of the project. Necessary care will be taken to compensate the affected families / structures in accordance with the NHAI Act, 1956 as amended time to time.

Gadhi river crosses NH-4B section and also a number of nallas cross the project road. There are 3 ponds along the project corridor which require partial closures and 1 pond which needs total closure. To avoid blockage of the existing water bodies, care has been taken by providing appropriate structures at almost all such locations. Surface and ground water requirement during construction phase is about 675 KL/day.

The total environmental mitigation costs for the project roads is Rs 6.96 million. The estimated cost for Land Acquisition is Rs. 139 Crore, Resettlement & Rehabilitation cost is approximately Rs. 13.73 Crore. The estimated civil cost is Rs.1821.80 Crore. MCZMA has recommended the project

After deliberation, the EAC recommended the proposal for grant of EC with the following conditions:

- (i) *Permission of the High Court of Bombay for removal of 22.388 ha mangrove area. Compensatory mangrove plantation shall be carried out in consultation with the Competent Authority of the State. The details of the Compensatory Mangrove Plantation shall be submitted to the Regional office prior to the commencement of the construction of the project.*
- (ii) *An area of 2.825 ha forest diversion is required. PP shall submit an undertaking according to the OM dated 19.03.2013.*
- (iii) *NH – 4 B falls within 10 km from Karnala Bird Sanctuary. Clearance from NBWL shall be obtained.*
- (iv) *MoRTH guidelines shall be followed for widening & up-gradation of road.*

3.18	<p>Finalization of ToR for development of Multipurpose Cargo Terminal at Mormugao Port Trust, Goa by M/s Mormugao Port Trust [10-15/2014-IA.III]</p> <p>As presented by the project proponent, the development of Multipurpose Cargo Terminal at Mormugao Port, Goa is to be carried out. The total quay length will be about 600m with 2 berths. The existing depth in the port area is about 10m. Both the berths will be used for handling a variety of general cargo like finished steel products, fertilizers, granite, containers , coal, wood chips etc. Backup area will be created through reclamation of about 75 acres of water area. Dredged material can be utilized for reclamation. Capital dredging for the project will be about 0.50 million cubic meters. It will be necessary to construct a breakwater of 825 m long since the area is exposed to waves. The new breakwater will be aligned parallel to the existing breakwater. The scope of work will broadly cover development of 2 berths, breakwater, reclamation and dredging. Based on the traffic projections and the requirements of Mormugao Port, the proposed facility is designed to handle about 5.00 million Tons per annum. Project cost is Rs.950 crores.</p> <p>In addition to the above, the developer needs to construct port buildings such as Gate Complex and Customs office, Administrative Building, Workshop and substations. Railway Lines are also required to be laid in yard for loading and movement of rakes.</p> <p>After deliberation, the EAC finalized the following ToRs for carrying out further EIA study:</p> <ul style="list-style-type: none"> (i) <i>Examine and submit the details of change in morphology due to the activity,</i> (ii) <i>Examine and submit the details of proposed measures to control turbidity during dredging,</i> (iii) <i>There shall be no blasting as committed.</i> (iv) <i>Submit the details of Cargo handling, storage, transport along with dust control measures,</i> (v) <i>Details of the disposal of dredge material, location,</i> (vi) <i>Submit the recommendation of Goa CZMA</i> (vii) <i>Details of back up stackyard and dust suppression measures.</i>

	<p>(viii) <i>Details on traffic study/road connectivity and impact.</i></p> <p>(ix) <i>Details on Risk Assessment and Emergency Management due to the activity including cyclones.</i></p> <p>(x) <i>Examine and submit the likely impacts on fishing activity.</i></p> <p>A detailed draft EIA/EMP report should be prepared in terms of the above additional ToRs and should be submitted to the SPCB for conduct of PH. Public hearing to be conducted for the project in accordance with the provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.</p> <p>A detailed final EIA/EMP report after addressing issues raised during Public hearing be submitted to the Ministry as provided in the Notification.</p>
3.19	<p>Finalization of ToRs for deepening of Approach Channel for Capesize vessels at Mormugao Port Trust, Goa by M/s Mormugao Port Trust[10-23/2014-IA.III]</p> <p>As presented by the project proponent, the project involves deepening of approach channel for handling Capesize vessels. The existing depth of the outer channel is 14.40 mts and inner channel is 14.10mts. A fully loaded Panamax vessel can be handled under these conditions by taking advantage of tide. The proposal is to deepen the outer channel to -19.80 mts and inner channel to -19.50 mts. This will facilitate navigation of Capesize vessels at any state of tide. The material to be dredged will mainly consist of silt and clay. A small quantity of weathered rock may be encountered. The total quantity to be dredged will be about 12.75 million cum. Most of the dredging work will be undertaken with a Trailer Suction Hopper Dredger(TSHD). A Cutter Suction Dredger (CSD) will also be deployed for hard material and weathered rock if encountered. Blasting will not be involved. The dredged material will be dumped in the designated dumping ground suggested by CWPRS. The total cost of the project will be about Rs.530 crores. The project will be completed within a period of 8 months.</p> <p>After deliberation, the EAC finalized the following ToRs for carrying out further EIA study:</p> <p>(i) <i>Submit details of quantity of cargo likely to be increased, their handling, storage, transport along with spillage prevention and duct mitigation measures.</i></p> <p>(ii) <i>Examine and submit the details of proposed measures to control</i></p>

	<p><i>turbidity during dredging,</i></p> <p>(iii) <i>There shall be no blasting as committed.</i></p> <p>(xi) <i>Submit the recommendation of Goa CZMA,</i></p> <p>(xii) <i>Details of the disposal of dredged material and location of the disposal area.</i></p> <p>A detailed draft EIA/EMP report should be prepared in terms of the above additional ToRs and should be submitted to the PCB for conduct of PH. Public hearing to be conducted for the project in accordance with the provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.</p> <p>A detailed final EIA/EMP report after addressing issues raised during Public hearing be submitted to the Ministry as provided in the Notification.</p>
3.20	<p>Environmental Clearance for development of Industrial Estate IMT Phase-II at Rohtak, Haryana by M/s HSIIDC[F.No.21-37/2012-IA.III]</p> <p>As presented by the PP the proposal involves development of Industrial Estate IMT Phase-II at Rohtak, Haryana. The site is located at village GariBohar, Baliyana, Kherisadh, Bohar, Kharawar, District Rohtak, Haryana. This industrial estate will be developed over 1893 Acres area. It includes industrial area, institutional area, commercial area, and hotels. The project envisages the establishment of mainly automobiles industries, mechanical industries, general manufacturing industries including paints. The total green area proposed for the Industrial Estate Rohtak will be 492.18 Acres (19, 91,778.633 m²).</p> <p>The total water demand of the project will be 23.13 MLD that will be provided through the surface water. Surface water source is Bahlaut sub branch and JLN Canal. A 24 MLD water works is proposed in Phase-II. Total wastewater generated from the project will be 21.76 MLD. Wastewater will be treated in the CETP of 24 MLD capacity. The CETP will be constructed in three phases of 8 MLD each depending upon the requirement. Total power requirement for the IMT Phase-II is 32.41 MW that will be provided by Haryana Vidyut Parsaran Nigam Ltd. (HVPNL) which has already sanctioned a load of 60 MW. For power backup total number of 5 DG sets of total capacity of 1,960 kVA (1 x 100 kVA + 1 x 200kVA +1 x 160 kVA+3 x</p>

	<p>500kVA) will be provided for the services. Total solid waste generated from the project will be 75MT/day. The total cost of the scheme is estimated at Rs. 672 Crores including the land and development cost.</p> <p>The ToRs for the project were finalized by the EAC in its meeting held in June, 2012 including conduct of public hearing. Public hearing was conducted on 07.02.2014. Major issues raised by the public hearing related to compensation. The committee noted that the response to the issues related to public hearing were inadequate. The Committee also sought details relating to water balance during monsoon and non-monsoon seasons, earlier high flood level record and drainage measures during flood.</p> <p><i>EAC after deliberation decided to defer the project and suggested the PP to submit the following:</i></p> <ul style="list-style-type: none"> <i>(i) Submit a proper and satisfactory response to the issues raised by the public, during Pubic Hearing..</i> <i>(ii) Water balance during monsoon and non- monsoon seasons,</i> <i>(iii) Earlier high flood level record and proposed drainage measures during high flood for the safety of the IMT.</i>
3.21	<p>CRZ Clearance for Proposed development of Greenfield Beach Resort at Mandvi, Distt. Kutch, Gujarat by M/s Tourism Corporation of Gujarat Ltd. [F.No.11-4/2014-IA.III]</p> <p>EAC noted that the coordinates of the site provided are wrong, the documents submitted by the PP are substandard, replete with spelling mistakes and inadequate data.</p> <p><i>The EAC recommended to defer the consideration of proposal and suggested to the PP to rectify the mistakes and submit all the required data, namely, location, proposed construction, parking, energy conservation etc in the correct format.</i></p>

3.22	<p>Environmental Clearance for Group-Housing project at Khasra no 1413, 1414, 1428 to 1431, 1530 to 1535, Village Bhankrota, Tehsil Sanganer, Jaipur, Rajasthan by M/s Saraf Granite & Marbles Pvt. Ltd. [F.No.21-51/2014-IA.III]</p> <p>As presented by the project proponent, the project involves construction of a group-housing project at Khasra no 1413, 1414, 1428 to 1431, 1530 to 1535, Village Bhankrota, Tehsil Sanganer, Jaipur, Rajasthan. The total plot area of the project is 41,910.22 sqm. and built up area will be 1,48,918.28 sqm. The project includes construction of five blocks (Block 2B: 2 nos & 3B: 3 nos) with 517 nos of flats, Gym, Club House etc and 5 nos. of convenient shops. The daily water requirement for the project will be 287 KLD (fresh water demand: 186 KLD and the treated wastewater: 101 KLD). The water demand will be met from ground water. The treated waste water will be used for flushing, landscaping, general washing, etc. The total power requirement is 5726 KW. There will be power back up to common areas and essential services through 2 DG sets of capacity 320 KVA each. Parking proposed for 1368 ECU as against the requirement of 1188 ECU. The estimated cost of the project is Rs. 350 crores.</p> <p><i>The EAC after deliberation, deferred the project and suggested the PP to submit the following:</i></p> <ul style="list-style-type: none"> (i) <i>Details of notification on permissible FAR , non- FAR along with break up, details on usage of non- FAR and mode of charging on such non- FAR area.</i> (ii) <i>Permission for drawal of ground water.</i> (iii) <i>As the height of building is 82 m, the fire fighting arrangement especially at the higher floors,</i> (iv) <i>Height clearance from the competent authority,</i> (v) <i>Details of the local laws regarding the regulations on FAR, norms for driveways etc.</i> (vi) <i>Submit the details of Green Belt plan</i> (vii) <i>Details of energy conservation measures along with the percentage of estimated saving, preferably 20%.</i>
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3.23	<p>Finalization of ToR for proposed Offshore and onshore LPG import facility at Okha, Gujarat by M/s Energy Infrastructure India Limited (EIIL) [F.No.11-33/2014-IA.III]</p> <p>The project was considered by EAC in its meeting in July, 2014. EAC sought additional information viz. details of alternate sites considered, details of pipeline route, details of ESZ and distance from MNP. The details submitted and presented by the PP were examined by the EAC.</p> <p><i>After deliberation the EAC finalized the following ToRs for carrying out further EIA studies.</i></p> <ul style="list-style-type: none"> (i) <i>Submit map of the project area and 10 km area from boundary of the proposed/existing project area, delineating areas notified under the Wild Life (Protection) Act, 1972/critically polluted areas as identified by the CPCB from time to time/notified eco-sensitive areas/inter state boundaries and international boundaries.</i> (ii) <i>Ship Navigation simulation studies covering approach channel and turning circle to ensure the safety of LNG carrier under various hydrodynamic conditions.</i> (iii) <i>Submit details of Environmental Management Plan and Environmental Monitoring Plan with parameters and costs.</i> (iv) <i>Submit the details of the fishing activity and likely impact due to the proposed activity.</i> (v) <i>Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale along with the recommendation of the SCZMA.</i> (i) <i>Submit the details of Pipeline safety</i> (ii) <i>Details on Risk Assessment and Emergency Management due to the activity including natural calamities.</i> (iii) <i>The work of laying pipeline / shall be away from MNP/ESZ. The details on method of laying, measures to control turbidity shall be submitted .</i> (iv) <i>Navigational route shall be clearly demarcated with suitable marks, details be submitted.</i>
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	<p>A detailed draft EIA/EMP report should be prepared in terms of the above additional ToR and should be submitted to the PCB for conduct of PH. Public hearing to be conducted for the project in accordance with the provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.</p> <p>A detailed final EIA/EMP report after addressing issues raised during Public hearing be submitted to the Ministry as provided in the Notification.</p>
3.24	<p>CRZ Clearance for reconstruction of Velankanni Matha Chapel, Chavara, Kollam, Kerala by M/s. St. Andrew's Church[F.No.11-39/2014-IA.III]</p> <p>As presented by the project proponent, the project involves reconstruction of Velankanni Matha Chappal Chavara, Kollam, Kerala. The total area of the proposed activity is 340 sqm. The total water requirement is 50 KLD and the total power requirement is 3 MW. The total cost of the project is Rs. 1.35 crores. The proposal falls in CRZ-III Zone. The Kerala Coastal Zone Management Authority has recommended the proposal vide letter no. 2165/A3/14/KCZMA/S&TD of date 14.07.2014.</p> <p>The EAC noted that proposal involves reconstruction of the existing church with a proposed plinth area of 345 sqm. The EAC informed the PP that the reconstruction should be confined to the earlier existing plinth area of 340 sqm.</p> <p>The EAC after deliberation recommended to grant of CRZ clearance with the following conditions:</p> <ul style="list-style-type: none"> <i>(i) The re-construction shall not exceed the plinth on Seaward side.</i> <i>(ii) The plinth area of the reconstruction shall not exceed 340 sqm.</i>
3.25	<p>Environmental Clearance for Group Housing project “Affordable Group Housing (Expansion)” is coming up at Khasranos: 799, 800, 805, 808, 811, 812, 64, 65, 72, 73, 81, 82, 83, 84, 85, 86, Village - Thikaria&BagruKhurd, Tehsil Sanganer, District Jaipur, Rajasthan by M/s Siddha Infra Projects Pvt. Ltd.[F.No.21-50/2014-IA.III]</p> <p>As presented by the project proponent, the project involves expansion of a group housing project “Affordable Group Housing (Expansion)” at Khasra nos: 799, 800, 805, 808, 811, 812, 64, 65, 72, 73, 81, 82, 83, 84, 85, 86, Village - Thikaria & Bagru Khurd, Tehsil Sanganer, District Jaipur, Rajasthan. Environmental Clearance for the existing project was granted vide letter no. F1 (4)/SEIAA/ SEACRaj/ Sectt./ Project/ Cat. 8 (a)B/ (379)/ 08-09 dated 09.09.2011. The existing plot area is 24,800 sqm and the proposed plot area for expansion is</p>

	<p>1,500 sqms (total plot area after expansion is 26,300.00 sqms). The existing built up area of the project was 44,684.52 and the proposed built up area is 19,768.6 (total built up area after expansion is 64,453.12 sqms). The maximum height after expansion of the project will be 47.5 m. The daily water requirement for the project will be 431 KLD (226 fresh + 205 recycled). The waste water generated from various domestic activities will be to the tune of 262 KLD which will be treated in the sewage treatment plant based on extended aeration technology with capacity of 300 KLD. Treated water from STP will be used for flushing (landscaping & general washing (129 KLD), supplied to farmer (37 KLD). Parking facility provided for 704 ECU (existing: 469 ECU; expansion: 235 ECU).</p> <p><i>The EAC after deliberation, deferred the project and suggested the PP to submit the following:</i></p> <ul style="list-style-type: none"> (i) <i>Details of notification on permissible FAR , non- FAR along with break up, details on usage of non- FAR and mode of charging on such non- FAR area.</i> (ii) <i>Permission for drawal of ground water.</i> (iii) <i>As height of building is 82 m, the fire fighting arrangement especially at the higher floors,</i> (iv) <i>Height clearance from the competent authority,</i> (v) <i>Details of the local laws regarding the regulations on FAR, norms for driveways etc.</i> (vi) <i>Submit the details of Green belt plan</i> (vii) <i>Details of energy conservation measures along with the percentage of estimated savings.</i>
3.26	<p>Environmental Clearance for construction of group housing “Grandeur” at village Bibipur, Banbeerpur, Tehsil Tizara, Alwar Rajasthan by M/s V.P. Spaces Pvt. Ltd. [21-49/2014-IA.III]</p> <p>As presented by the project proponent the proposal involves construction of group housing project “Grandeur” at Khasra nos. 34, 35, 402/53, 64, 401/63, 400/62, 399/61, 53, 403/54, Village Bibipur, Banbeerpur, Tehsil Tizara, Alwar, Rajasthan. The project is categorized as 8 (a) B2 (New Project) in the schedule of the schedule-EIA Notification, 2006 and subsequent amendments there off. The expected project cost is Rs 90 crores. The total plot area of the project is 17,995.00 sq. m. and Built up</p>

	<p>Area is envisaged at 70,756.47 sq. m. The project will consist of a total 7 blocks with B+S+14 floor each. There will be total 748 no of flats (3 BHK+Store: 84 nos, 2 BHK+ Store: 336 nos, 1 BHK: 112 nos, Studio: 144 nos, EWS: 72 nos), Club House and commercial area. In the post construction phase water demand is estimated as 310 KLD (203 KLD fresh + 107 KLD treated waste water) and expected source of water supply will be : for fresh water: UIT water supply and Ground water (existing bore well : 1 nos.) Treated waste water: From STP. Source of power supply during post construction phase will be nearest GSS. Connected load will be 4,686 KW and maximum demand will be 2,860 KW. There will be 2 nos of transformers (2000 kVA each, 33/0.433 kV) and 3 nos of DG sets (2 nos. of 500 kVA; 1 no. of 625 kVA). Environmental Management cost is envisaged as Rs 107.05 Lacs and recurring for the same will be 7 lacs. Corporate Social Responsibility cost will be Rs 90 Lacs to be invested in 3 years.</p> <p>This is category B project since SEIAA is not in existence, project is considered by the EAC.</p> <p><i>The EAC after deliberation, deferred the project and suggested the PP to submit the following:</i></p> <ul style="list-style-type: none"> (i) <i>Details of notification on permissible FAR , non- FAR along with break up, details on usage of non- FAR and mode of charging on such non- FAR area.</i> (ii) <i>Permission for drawal of ground water .</i> (iii) <i>Details of the local laws regarding the regulations on FAR, norms for driveways etc.</i> (iv) <i>Submit the details of Green belt plan</i> (viii) <i>Details of energy conservation measures along with the percentage of estimated saving,. preferably 20%.</i>
3.27	<p>Environmental Clearance for construction of group housing at Tehsil Jaipur, Jaipur, Rajasthan by Anil Kumar Kastiya POA of Sushil Kumar Kastiya [F.No.21-48/2014-IA.III]</p> <p>As presented by the project proponent, the project involves construction of group housing at Tehsil Jaipur, Jaipur, Rajasthan. Total plot area is 3,284.56 sqm. and built-up area will be 22,209.63 sqm. The project includes single blocks with basement +</p>

	<p>stilt + 19 floors each with 78 flats. (3 BHK: 40 nos, 4 BHK: 36 nos, 5 BHK - Penthouse: 2 nos, Club 197.12 sqm. etc.) The daily water requirement for the project will be 52 KLD (fresh water demand: 33 KLD and the recycled water : 19 KLD). Around 41 KLD waste water will be generated which will be treated in STP based on MBBR technology with capacity of 50 KLD will be installed for waste water treatment. Treated waste water will be used for flushing, landscaping, general washing, etc. Parking proposed for 208 ECU as against the requirement of 166 ECU. The total power requirement and connected load is 1,364 KW and maximum demand is 760 kVA. The source of emission will be from 2 D.G. sets of cumulative capacity of 400 kVA (200 kVA-2 nos.) used in case of power cuts or failure.</p> <p><i>The EAC after deliberation, deferred the project and suggested the PP to submit the following:</i></p> <ul style="list-style-type: none"> (i) <i>Details of notification on permissible FAR , non- FAR along with break up, details on usage of non- FAR and mode of charging on such non- FAR area.</i> (ii) <i>Permission for drawal of ground water.</i> (iii) <i>As height of building is 60 m, the fire fighting arrangement especially at the higher floors,</i> (iv) <i>Height clearance from the competent authority,</i> (v) <i>Details of the local laws regarding the regulations on FAR, norms for driveways etc.</i> (vi) <i>Submit the details of Green belt plan</i> (ix) <i>Details of energy conservation measures along with the percentage of estimated savings, preferably 20%.</i>
3.28	<p>Finalization of ToRs for proposed Surkanda Devi Ropeway Project at Kaddukhalk Tehri Garhwal, Uttrakhand by M/s Surkandadevi Ropeway Project Company Private Limited.[F.No.10-21/2014-IA.III]</p> <p>As presented by the Project Proponent, the proposal involves development of a Ropeway Project at Kaddukhal, Tehri Garhwal, Uttrakhand. “Surkanda Devi” Temple is located at village kaddukhal, Tehri Garhwal, Uttarakhand. The ropeway is 500 m long covering an area of 5620 sq m (including Lower Terminal Station, Upper Terminal Station & ropeway corridor) at an elevation of 2737 m MSL.From kaddukhal one has to trek 1.6 km on foot to reach Surkanda Devi Temple.</p> <p>The project is category ‘B’ however since it is located at 2737 m, i.e. above 1000 m MSL, it becomes category’A’. Ropeway will be designed on Mono-cable Jig Back System. Ropeway will have carrying capacity of 480 persons per hour. Operation of</p>

8 hrs of ropeway is envisaged. Therefore 3840 persons/day can use the ropeway. Staff for operation & maintenance to be deployed at project will be about 20 persons. The total water requirement has been estimated as 63 KLD. Water shall be used mainly for flushing, drinking, hand washing & horticulture purposes. The source of water will be Spring Water. Total quantity of waste water generation has been estimated to be 56 KLD. The waste water generated will be treated in 2 STPs of 35

KLD each based on FAB (Fluidized Aerobic Bio-reactor) Technology proposed at LTP and UTP.

Solid waste will be generated by ropeway users and employees, etc. Bio-degradable waste of 405 kg/ day is proposed to be disposed by pyrolysis method. Recyclable Waste of 174 kg/ day will be collected and given to approved recycler.

Total Power requirement will be 100 KVA which will be sourced from Uttarakhand Power Corporation Ltd. DG set of capacity 1 X 75 kW at LTP and DG set of 1 X 50 KW at UTP are proposed for backup power supply. Acoustically enclosed DG Sets will be bought and installed. Total cost of the Ropeway project is Rs. 5.0 cr.

The EAC after deliberation finalized following ToR for carrying out further EIA studies:

- i) *Submit map of the project area and 10 km area from boundary of the proposed/existing project area, delineating areas notified under the wild life (Protection) Act, 1972/critically polluted areas as identified by the CPCB from time to time/notified eco-sensitive areas/inter state boundaries and international boundaries.*
- ii) *Submit details of power requirement and source. Energy efficiency measures in the activity should be drawn up. Also submit details of D.G. Sets along with noise control measures.*
- iii) *Submit details of anticipated impact during construction stage and operation stage on the landslides, surface drainage etc., should be predicted. The existing surrounding features up to 1 km and impact on them should be addressed separately.*
- iv) *Submit the details of forests land diversion required, trees to be cut.*
- v) *The rock stability shall be taken into account for the construction of the towers/ other facilities.*
- vi) *It would be appropriate to assess the ideal tourist / pilgrims bearing capacity of the regions where the Ropeway is proposed.*

	<p>vii) <i>It may also be ascertained what will be increment in human traffic as it is presumed that it will be in addition to the existing land route.</i></p> <p>viii) <i>The impact of the Ropeway construction on the ecology be reassessed in the light of the last tragedy in Uttarakhand at Kedarnath-Badrinath, Hem Kund.</i></p> <p>ix) <i>Seismicity related issues be also examined.</i></p> <p>x) <i>Any litigation pending against the proposed project and/or any direction/order passes by any court of law against the project, if so, details thereof should be provided</i></p> <p>A detailed draft EIA/EMP report should be prepared in terms of the above additional ToRs and should be submitted to the PCB for conduct of PH. Public hearing to be conducted for the project in accordance with the provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.</p> <p>A detailed final EIA/EMP report after addressing issues raised during Public hearing be submitted to the Ministry as provided in the Notification.</p>
3.29	<p>Finalization of ToRs for expansion of Dhamra Port Phase-II at Dhamra, Bhadrak Dist of Orissa by M/s Dhamra Port Company Ltd. [F. No. 11-104/2009-IA.III]</p> <p>The project was examined by the EAC in its meeting in June, 2014. The EAC advised the proponent to submit a revised Form – I since the ToRs and the EC earlier granted only provide clearance to specific cargos and in such case amendment of the EC is not possible. The proponent has to submit the revised Form-I mentioning the details of cargo to be handled at the Port. The data used earlier for the preparation of EIA report may be used, provided the data should not be older than 3 years.</p> <p>Accordingly, the PP has submitted revised Form-I. According to the revised form, the proposed cargo included Dry Bulk cargo- 36.34 MTPA (coal, iron ore, lime stone, manganese), Liquid & Gas Cargo – 26.96 MTPA (crude, naphtha, POL and LNG) Clean (break bulk cargo – 8 MTPA (Fertilizer materials, food grains, raw sugar, edible oil, logs, timber, bagged cargo, machines, bitumen, coal tar , iron –steel products and byproducts) and containerized cargo – 1 MTEU.</p> <p>PP informed that after submission of earlier Form-I, the scope of cargo handling has</p>

	<p>been expanded and EIA prepared for all the proposed cargos and conducted public hearing accordingly. PP requested to consider issue of amendment to the EC incorporating above cargo since those were already covered under the EIA studies and also presented during public hearing.</p> <p>The EAC after deliberation suggested to the PP to submit documentary evidence to show that all the likely impacts due to the proposed cargo were addressed in the EIA/EMP report and also covered during PH for considering their request.</p>
3.30	<p>Environmental Clearance for construction of group Housing Project at Khasra no. 37, Village Jhalana Chowd, Tehsil Sanganer, District Jaipur, Rajasthan by M/s JKD Pearl India Developers (P) Ltd.</p> <p>As presented by the project proponent the proposal involves development of group housing project at Khasra no 37, Village Jhalana Chowd, Tehsil Sanganer, District Jaipur (Raj). Total plot area is 8,054.06 sq. m. and proposed built up area is 54,087.20 sq. m. (including basements & stilt). An area 1610.81 sq. m. (21.01%) will be provided as Green Area. Building will have basement, stilt + 13 floors with height of 44.50 m. Total number of dwelling units would be 284 including 3 BHK-152 and 2 BHK-132. Proposed parking is 445 ECU as against requirement of 438 ECU. The Power requirement of 1931 KW will be met from JVVNL. DG set of capacity 250 KVA is proposed as Power backup. Water equipment is 239 KLD including fresh water of 140 KLD and the source is Municipal water supply, 99 KLD will be recycled after treatment in STP of 220 KLD capacity. PP informed that the water requirement will be obtained from PHD and there is no drawal of ground water.</p> <p><i>The EAC after deliberation, deferred the project and suggested the PP to submit the following:</i></p> <ul style="list-style-type: none"> <i>(i) Details of notification on permissible FAR , non- FAR along with break up, details on usage of non- FAR and mode of charging on such non- FAR area.</i> <i>(ii) Details of the local laws regarding the regulations on FAR, norms for driveways etc.</i> <i>(iii) Submit the details of Green belt plan</i> <i>(iv) Details of energy conservation measures along with the percentage of estimated savings, preferably 20%.</i>

	(v) Copy of the NOC/permission for water supply	
3.31	<p>Environmental Clearance for proposed expansion of PWD (GoM) project redevelopment on plot bearing CTS No. 833 (pt), Hissa No. 141(A), village Ambivali, Andheri West, Mumbai, Maharashtra by M/s Hubtown Ltd.[F.No. 21-42/2014-IA.III]</p> <p>As presented by the project proponent, the proposed project is for marginal expansion of PWD (Govt. of Maharashtra) project for redevelopment on plot bearing CTS No. 833 (pt) of Ambivali village, at MudranKamgar Nagar (Printing Press), Andheri (West) Mumbai, by M/s Hubtown Limited.</p> <p>This is a proposal for the Government of Maharashtra (GOM) for redevelopment of plot under Public Private Participation (PPP), wherein the Proponent is the Concessionaire. The plot is in ownership of the State Government. The project is located in a Residential Zone-(R2) in sanctioned Development Plan of Mumbai.</p> <p>Existing 13 staff quarter buildings of GoM are proposed to be demolished. Substitute accommodation to the existing occupants on Govt. plot is planned on the other plot of GOM at Chunnabhatti, which is also being developed by the Proponent, under the said agreement.</p> <p>Proposal involves construction of Government Office Building known as Udyog Bhavan and Residential Sale building with shop-line.</p> <p>PP stated that they obtained Environmental Clearance from the Maharashtra State under No. SEAC-2011/CR-39/TC-2 of date 30th July, 2013. However, no work has been started on the site. Following amendment is proposed in the proposal: (File on the subject needs to be transferred by SIEAA to MoEF&CC)</p>	
	According to earlier Environmental Clearance	Proposed
	Udyog Bhavan : 2B + G + 15 Floors	3B + G + 15 Floors
	Sale Building : (3 Wings) : 3B + G + 2P + 15 Floors.	Sale Bldg. (3 Wings): Wing A:2B + G + 4P + 27 Floors Wing B: 2B + G + 4P + 23 Floors

		Wing C: 2B + G + 4P + 2 Floors
	Total construction Area : 1,00,806.58 Sq. m.	1,04,944.38Sq.m.
	<p>After deliberation deferred the EAC suggested to PP to submit the following:</p> <p>(i) <i>PP shall provide the details of prescribed minimum area for fire, recreation, common area, parking lift etc under the local regulations along with their compliance.</i></p> <p>(ii) <i>The energy conservation measures proposed to achieve 13.30 % is on lower side. EAC suggested to the PP to consider other possible measures to enhance the energy conservation to about 20%.</i></p> <p>(iii) <i>Submit parking requirement according to NBC vs local norms.</i></p> <p>(iv) <i>9 m open space shall be provided all along the boundary for free movement of vehicles/ fire tenders.</i></p> <p>(v) <i>Fire fighting norms in accordance with CFO NOC shall be complied with.</i></p> <p>(vi) <i>A confirmation that auditorium shall be for official use of Industries Department as committed by PP.</i></p>	
3.32	<p>Environmental Clearance for proposed residential development (SRA project) on plot bearing C.S. 20 (pt), 22(pt), 23(pt), 24(pt), 38(pt), of Worli Division, B.G Kher Marg, Worli, Maharashtra by M/s Hubtown Ltd. [F.No.21-43/2014-IA.III]</p>	

	<p><i>The EAC noted that the site falls within CRZ area and recommendation of MCZMA which is a prerequisite to consider EC has not been obtained by the PP. In view of the above, the EAC deferred the project and suggested the PP to submit recommendation of MCZMA.</i></p>
3.33	<p>Environmental Clearance for proposed residential development on plot bearing F.P No. 1211 of TPS-IV, Mahim Division at Yadav patil Marg, Off. Veer Savarkarmarg, Prabhadevi, GNorth Ward, Mumbai. Known as Hindustan Mills, Maharashtra by M/s Hoary Realty Ltd. [F.No.21-44/2014-IA.III]</p> <p>The EAC noted that redevelopment of existing buildings is permissible without change of existing use under the CRZ notification, 2011, whereas the proposal involves change of use from industry to residential. Further, the PP stated that the area falls outside the purview of CRZ since the site faces the ‘Bay’ where the CRZ limit is 100 m or width whichever is less. Ministry officials informed that the issue of considering the Mahim Bay as ‘Bay’ of ‘Sea’ is under consideration by the Ministry and a view on the same was under examination in the Ministry.</p> <p><i>In view of the above, the EAC deferred the consideration of project.</i></p>
3.34	<p>Environmental Clearance for proposed residential development with shopline on plot bearing S. NO. 41 (pt), CTS 3B (pt), of village Charkop, Kandivali West, Mumbai 400067 Known as Kumbharkala, Maharashtra by M/s Sole Builders[F.No.21-45/2014-IA.III]</p> <p>As presented by the project proponent the proposal involves construction of Residential & Commercial development on plot bearing S. No. 41(p), CTS No. 3B(pt) Village: Charkop, Kandivali (West) Mumbai, by M/s Sole Builders. The proposed development is for construction of tenements for members of Kumbharkala Coop. Hsg. Society Ltd. The land is allotted to the Society by the Collector Mumbai Suburban District on 29.01.2010, admeasuring 18000 Sq.m. The project holds earlier Environmental Clearance from MoEF, Delhi under No. 21-92/2007-IA. III dated 7th August, 2007.</p> <p>The work is not started so far. The proposal consists of two Rehab buildings and one residential building for sale. The details of the proposal are as under:-</p> <p>The Area statement is as follows:</p>

- Plot Area: 18, 000.00 Sq.m.
- Total FSI area: 33, 342.85 Sq.m.
- Total Non-FSI Area: 55, 988.40 Sq.m.
- Total Construction Area: 89,331.25 Sq.m.
- RG area: 4500 sq. m

Proposed Building Details:

- Building 1: 1B + G + 8P + 22 FL.
- Building 2: G + 22 FL.
- Building 3: G + 22 FL.

The EAC noted that since work has not started and the EC validity has lapsed, hence the proposal is to be considered as fresh.

The after deliberation deferred the project and suggested the PP to submit the following:

- (i) *PP shall provide the details of prescribed minimum area for fire, recreation, common area, parking lift etc under the local regulations along with their compliance.*
- (ii) *The energy conservation measures proposed to achieve 11.10 % saving is on lower side. EAC suggested the PP to consider other possible measures so as to enhance the energy conservation to 20%.*
- (iii) *Submit parking requirement according to NBC vs local norms.*
- (iv) *9 m open space shall be provided all along the boundary for free movement of vehicles/ fire tenders.*
- (v) *Fire fighting norms in accordance with CFO NOC shall be complied with.*

3.35	<p>Environmental Clearance for proposed expansion of SRA Project on plot bearing CTS No. 629 (pt), Village Bandra East, H/E Ward, Known as Shastrinagar, Maharashtra by M/s Hubtown Ltd. [F.No.21-46/2014-IA.III]</p> <p>As presented by project proponent the proposal involves expansion of Slum Rehabilitation (SRA) Project, on plot bearing C.T.S. No. 629 (pt), at Shastri Nagar, Bandra East, Mumbai. The Project has received its first Letter of Intent (LOI) in 2000; with subsequent revision in LOI in 2010 and 2012. The development is proposed on plot area of 9032.46 Sq.m. and envisages rehabilitation of about 362 slum families and construction of 122 PAPs for SRA, in three rehab buildings. The project was granted Environmental Clearance under No. 21-598/2006-IA-III of date 14th March, 2007 from by MoEF&CC.</p> <p>The FSI area is 29067.46 sqm and non- FSI area is 19859.40. The Proposed Building included Rehab Building 1: G + 12, Rehab 2: G +7 and Rehab 3: G + 19 Sale Building: 3B + Gr + 21 floors</p> <p>The earlier Environmental Clearance dated 14.03.2007 is granted for four residential buildings; first three for rehabilitation comprising Gr. + 15 floors and one sale building of 2B + Gr. + 10 floors. Currently, 1 rehab building is constructed and occupied. Construction of the other 2 buildings is in progress. The sale building is constructed in accordance with previously granted Environmental Clearance upto 10 floors. Further construction of sale building is suspended.</p> <p>After deliberation, suggested to the PP to submit the following:</p> <ul style="list-style-type: none"> (i) <i>PP shall provide the details of prescribed minimum area for fire, recreation, common area, parking lift etc under the local regulations along with their compliance.</i> (ii) <i>The energy conservation measures proposed to achieve 11.10 % saving is on lower side. EAC suggested the PP to consider other possible measures so as to enhance the energy conservation to 20%.</i> (iii) <i>Submit parking requirement according to NBC vs local norms.</i> (iv) <i>9 m open space shall be provided all along the boundary for free movement of vehicles/ fire tenders.</i>
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	<p>(v) <i>Fire fighting norms in accordance with CFO NOC shall be complied with.</i></p>
<p>3.36</p>	<p>Environmental Clearance for proposed redevelopment of Municipal property on CS no. 328/10, situated at BhauDaji road, Matunga, Mumbai - Known as BIT Cottage, Maharashtra by M/s Heet Builders Pvt. Ltd. [F.No.21-47/2014-IA.III]</p> <p>As presented by the project proponent the proposal involves redevelopment of Municipal property known as BIT cottage on plotbearing C.S No. 328/10 of Matunga Division, BhauDaji Road in F/North Ward.Mumbai. The scheme is approved by the Municipal Corporation of Greater Mumbai (MCGM) by Corporation Resolution dated 7th October 1996. The plot is in the ownership of MCGM. The scheme is approved under the provisions of Regulation 33(7) of Development Control Regulations, (1991), as amended till date.</p> <p>The project envisages construction of two residential buildings, one mainly for rehabilitation of existing tenants and one Sale building, which are detailed as under:-</p> <p>The Area statement is as follows:</p> <ul style="list-style-type: none"> • Plot Area: 4,748.28 Sq.m. • No. of tenants: 45; Rehab shops: 3; sale: 153, shops 2. • FSI : 17,276.03 sqm • Non- FSI: 10,262.48 sqm <p>Proposed Building Details:</p> <p>Rehab: Wing A&B: Stilt + 13</p> <p>Wing C: Gr + 7</p> <p>Sale: Wing A, B : 2B + Stilt. + 1st to 14 floors.</p>

	<p>After deliberation, the EAC suggested to the PP to submit the following:</p> <ul style="list-style-type: none"> (i) <i>PP shall provide the details of prescribed minimum area for fire, recreation, common area, parking lift etc under the local regulations along with their compliance.</i> (ii) <i>The energy conservation measures proposed to achieve 11.10 % is on low side. EAC suggested the PP to consider other possible measures so as to enhance the energy conservation to 20%.</i> (iii) <i>Submit parking requirement according to NBC vs local norms.</i> (iv) <i>9 m open space shall be provided all along the boundary for free movement of vehicles/ fire tenders.</i> (v) <i>Fire fighting norms in accordance with CFO NOC shall be complied with.</i> (vi) <i>Minimum distance between railway land / track boundary to nearest edge of the proposed building and maximum height of the proposed building from ground level/ rail level to top of roof slab prescribed by the Central Railway vide letter of date 05.06.2013 shall be maintained.</i> (vii) <i>Noise barriers along and green belt along the boundary on railway track side shall be provided to achieve desirable attenuation.</i>
3.37	<p>Environmental Clearance for Bhal Industrial Park at village MotiBoru & Bholad of Taluka:Dholka Dist. Ahmedabad, Gujarat by M/s Gujarat Construction Ltd.[F.No. 21-1111/2007-IA.III]</p> <p>The EAC examined the project in its meeting held in April, 2014. EAC after deliberation decided to defer the project and suggested that no activities are allowed</p>

	<p>in the CRZ area, the forest area falling within the Industrial Area should be protected and a buffer of 100 meters shall be provided all around, a green belt of 50 meters along the highway and 15 meters for the internal roads shall be provided, 5 meters of green belt shall be provided for the individual plots, Electro-plating type of industries shall not be allowed within the industrial area, the type of industry and the no of units as proposed in the EIA report shall be strictly adhered to, the natural drainage within the industrial area should not be disturbed and a green belt shall be developed on either side of the natural drains.</p> <p>Also suggested the PP to submit a report after estimation of various supportive and assimilative capacity dimensions and impacts thereon of alternative developmental actions across the proposed industrial area through a set of carrying capacity indicators or indices</p> <p><i>The EAC after deliberation deferred the project and suggested the PP to submit final mode of disposal of treated effluent and details of the incineration along with the pollution control measures.</i></p>																
3.38	<p>Amendment in Environmental Clearance for “Hex City- 15 Acres” at Rohinjan Village Taluka Panvel, District Raigad, State: Maharashtra by M/s Supreme Construction & Developers Pvt. Ltd [F.No. 21-53/2014-IA.III]</p> <p>As presented by the project proponent, the project involves changes in building configuration and infrastructure of “Hex City- 15 Acres” at Rohinjan Village Taluka Panvel, District Raigad, Maharashtra. Environmental Clearance was granted vide letter no. SEAC/2010/CR.539/TC.2 dated 15.10.2011 & 01.02.2012 for 56,980 sqm plot area. There is no change in plot area. The details of the changes are as follows:</p> <table border="1" data-bbox="379 1563 1369 1957"> <thead> <tr> <th>Sl.No</th> <th>Project Details</th> <th>Details according to EC Received</th> <th>Proposed (Amendment in EC)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Plot Area</td> <td>56,980 m²</td> <td>56,980 m²</td> </tr> <tr> <td>2</td> <td>FSI Area</td> <td>2,18,974 m²</td> <td>2,05,032.35 m²</td> </tr> <tr> <td>3</td> <td>Non FSI Area</td> <td>1,35,985.754 m²</td> <td>1,29,834.84 m²</td> </tr> </tbody> </table>	Sl.No	Project Details	Details according to EC Received	Proposed (Amendment in EC)	1	Plot Area	56,980 m ²	56,980 m ²	2	FSI Area	2,18,974 m ²	2,05,032.35 m ²	3	Non FSI Area	1,35,985.754 m ²	1,29,834.84 m ²
Sl.No	Project Details	Details according to EC Received	Proposed (Amendment in EC)														
1	Plot Area	56,980 m ²	56,980 m ²														
2	FSI Area	2,18,974 m ²	2,05,032.35 m ²														
3	Non FSI Area	1,35,985.754 m ²	1,29,834.84 m ²														

4	Podium Area	NIL	54,625.72 m ²
5	Basement Area	NIL	5,648.60 m ²
6	Total Construction Area	3,54,959.551 m ²	3,95,141.51 m ²
7	Ground Coverage	10,560.820 m ²	8,352.544 m ²
8	No of buildings	Type-A-15 Buildings	Tower No 1 to 9
		Type-B-09 Buildings	Tower No 10
		Type-C-01 Building	Tower No : 11 & 12
		Rental – 3 Bldg	Rental – 3 Bldg
9	Tenement	Sales – 3480 Rental – 3136	Sales – 2511 Rental – 1481
10	Shops	NIL	49
11	Water Requirement	4454 KLD	2703 KLD
12	Sewage Generation	3653 KLD	2523 KLD
13	STP Capacity	4000 KLD	2700 KLD
14	Solid Waste Generation	16,937 kg/d	10,017 kg/d
15	Parking	1479 Nos.	1709 Nos
16	Landscape Area	4500.737 m ²	4533.761m ²
17	Power Requirement (Max. Demand Load)		35 MW
18	DG Set Capacity	5000 kVA	8500 kVA

	<p>After deliberation, the EAC suggested the PP to submit the following:</p> <p>(i) <i>PP shall provide the details of prescribed minimum area for fire, recreation, common area, parking lift etc under the local regulations along with their compliance.</i></p> <p>(ii) <i>The energy conservation measures proposed to achieve 15 % is on low side. EAC suggested the PP to consider other possible measures so as to enhance the energy conservation to 20%.</i></p> <p>(iii) <i>Submit parking requirement according to NBC vs local norms.</i></p>
3.39	<p>Environment Clearance for proposed redevelopment of Building No. 54, 55, 56 of Vartak Nagar on land bearing S.No.:186. 364 at village Majiwade, Tal and Dist: Thane, Maharashtra by M/s Thane Municipal Corporation [F.No.21-54/2014-IA.III]</p> <p><i>The EAC deferred the project since the PP has not circulated the documents to the Members.</i></p>
3.40	<p>Amendment & Revalidation in Environment Clearance for Residential and Commercial project “ Raunak City” at plot bearing S. No. 50/3/2, 50/3/3, 51/1, 51/5, 51/6, 51/7, 53/1, 53/4, 64/1/1, 64/1/2/1, 64/4, 64/5, 64/6, 64/7, 65/1, 65/2, 65/3, 65/4, 65/5, 65/7/1, 65/9, 66/1, 66/2, 66/3/1, of village Wadeghar, Kalyan (W), Maharashtra by M/s Raunak Corporation [F.No.21-55/2014-IA.III]</p> <p><i>The EAC deferred the project since the PP has not circulated the documents to the Members.</i></p>
3.41	<p>Amendment in Environmental Clearance of proposed redevelopment of residential building on plot bearing C.S. No.579 at Malabar Hill, Mumbai by M/s Group Satellite Developers Ltd. [F.No.11-70/2007-IA-III]</p> <p>The EAC noted that the validity of EC had lapsed hence the amendment cannot be considered. Further, according to the MCZMA recommendation, the total built up area is 6600 (FSI) and 4400 (no-FSI) and proposal presented is for 49548.02 Sq. mt .</p> <p><i>In view of the above, the EAC deferred the project and suggested the PP to submit recommendation of MCZMA as required under CRZ, Notification, 2011.</i></p>

3.42	<p>CRZ Clearance for 1.4 km length RoU pipeline in CRZ area at Bykampady and Thokur Village, Karnataka by M/s Indian Strategic Petroleum Reserves Ltd. [F.No.11-21/2014-IA-III]</p> <p>As presented by the project proponent, the proposal involves laying of 12 kilometer long 48 inch pipeline from Booster Station (Mangalore Port Area) to Mangalore Cavern (located east of the MRPL Refinery) via an Intermediate Valve Station and laying of a 36 kilometer long 42 inch pipeline from the Intermediate Valve Station to Padur Cavern (located in Udupi district).</p> <p>M/s. ISPRL has obtained Environmental Clearance from MoEF, GoI for construction of 1.5 MMT Strategic Crude Oil Facility in Underground Rock Cavern at Mangalore vide F. No. J-11011/1/2008-IA II (I) dated 11.03.2008. M/s. ISPRL has also obtained Environmental Clearance from State Level Environment Impact Assessment Authority for Construction of 2.5 MMT strategic crude oil storage facilities underground rock caverns, above ground facilities and crude oil pipeline at Padur Village, Udupi Taluk vide File No. SEIAA 62 IND 2008 dated 31.12.2009.</p> <p>The 12 kilometer long, 48 inch pipeline passes through a CRZ area (1.4 kilometers) before crossing the Konkan Railway and entering the Intermediate Valve Station. The proposal was considered in the Karnataka State Coastal Zone Management Authority (KSCZMA) meeting held on 25th February 2014 and the Authority has recommended, the proposal.</p> <p>EAC after deliberation recommended the project for grant of CRZ clearance with the following conditions:</p> <ul style="list-style-type: none"> (i) <i>Horizontal Directional Drilling shall be used for the laying of pipeline in mangrove areas as committed.</i> (ii) <i>There shall be no mangrove destruction</i> (iii) <i>All the recommendation of CZMA shall be complied with</i> (iv) <i>There shall be no discharge in CRZ area.</i>

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Minutes of the 138th meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction and Miscellaneous projects held on 29th September, 2014 – 1st October, 2014 at Conference Hall (Narmada), Indira ParyavaranBhawan, JorBagh, New Delhi -110003.

List of Participants

Expert Committee

1. Shri Anil Razdan	Chairman
2. Dr. M.L. Sharma	Member
3. Sh. R. Radhakrishnan	Member
4. Dr. M.V. Ramana Murthy	Member
5. Dr. R. Prabhakaran	Member
6. Dr. Anuradha Shukla	Member
7. Shri S.K. Sinha	Member
8. Shri Y.B. Kaushik	Member
9. Ms Mita Sharma,	Member
10. Shri Lalit Kapur	Member Secretary

MoEF officials

11. Shri E. Thirunavukkarasu	Scientist 'D', MoEF
11. Dr. M.Ramesh	Scientist 'D', MoEF